



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

CERTIFICATION OF RULEMAKING

Certifying Agency: Department of Transportation

Certified Rule (Citation): Highway Traffic Ordinances 2003-159, 2003-160, 2003-161, 2003-162, 2003-163, 2003-164, 2003-165, 2003-166

Action: X Adoption Amendment X Repeal

Formal Action Date:	Statutory Authority: GS 136-18(5), GS 20-141, GS 20-141.1, GS 20-158 (a), GS 136-30, GS 136-54	Public Notice Date: N/A
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Public Hearing Date N/A	Public Hearing Not Required For This Action Under: GS 150A-1, 20-1
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Rule Summary (Also indicate change in rule if amended):

No Parking Zone, Municipal Speed Zones, Rural Speed Zones, Temporary Speed Limits, No Jumping or Diving from Bridge, No Left Turn, Route Change, Stop Sign Inventory.

Circumstances Requiring Rule Adoption, Amendment or Repeal:

Necessary for public safety and welfare.

Effective Date: September 15, 2003

Troy A. Peoples
OFFICER SIGNATURE

Troy A. Peoples, P.E.
TYPED NAME

State Traffic Engineer
TITLE

BOARD OF TRANSPORTATION

HIGHWAY TRAFFIC ORDINANCES

The Board of Transportation has delegated to the Secretary of Transportation the authority to adopt and promulgate all rules and regulations and ordinances regulating traffic on the highways pursuant to authority of N.C.G.S. 143B-350 (g) (see 19A1NCAC 4A.0104).

The State Traffic Engineer is subdelegated the authority by the Secretary of Transportation to adopt and promulgate all necessary rules, regulations and ordinances for the use of and to police traffic on state highways, pursuant to authority of N.C.G.S. 143B-350 (g) (see 19A1NCAC 4A.0104).

Pursuant to that delegation, the State Traffic Engineer hereby adopts and promulgates the following ordinances based on traffic and engineering studies performed by the Traffic Engineering Branch, Department of Transportation, and in accordance with General Statute 136-30, 136-54.

US ROUTE CHANGE

DIVISION 01

DARE COUNTY

✓ Delete the following routing of US 264:

US 64-264, from US 264 west of Manns Harbor to US 158 in Nags Head.

✓ Delete the following routing of US 264 Bypass:

US 64 Bypass, from US 64 and SR 1105 at Manns Harbor to US 64 and NC 345 in Manteo.

✓ **MARTIN COUNTY**

- ✓ Delete the following routing of US 17 and add as US 17 Business:

US 17, from US 13-US 64 northward to US 64 Alternate in Williamston.

Delete the following routing of US 17:

US 17-US 64 Alternate, from US 17 Business eastward to US 64 Alternate and SR 1446 (Sycamore Street) in Williamston.

Delete the following routing of US 17 and add as a new secondary road:

US 17, from US 64 Alternate and SR 1446 (Sycamore Street) northward to US 13 and US 13-US 17 in Williamston.

Add the following routing of US 17:

US 13-US 64, from US 17 and US 17 Business northeastward to US 64 and US 64 Alternate in Williamston.

Add the following routing of US 17:

US 13, from US 64 and US 64 Alternate northward to US 17 in Williamston.

TYRRELL COUNTY

Delete the following routing of US 64:

US 64-NC 94, from the Washington County Line to station 255+75.742 on T.I.P. Project R-2548E.

Add the following routing of US 64:

US 64, from the Washington County Line (station 159+07.000) to NC 94 along T.I.P. Projects R-2548D and R-2548E, a length of 5.99 miles.

WASHINGTON COUNTY

Delete the following routing of US 64:

US 64-NC 32, from station 16+00.000 on T.I.P. Project R-2548A to US 64-NC 94.

Delete the following routing of US 64:

US 64-NC 94, from NC 32 to the Tyrrell County Line.

Add the following routing of US 64:

US 64, from NC 32 to the Tyrrell County Line (station 159+00.000) along T.I.P. Projects R-2548A, R-2548B, R-2548C, and R-2548D, a length of 8.87 miles.

DIVISION 02

PITT COUNTY

Delete the following routing of US 13-NC 11:

US 13-NC 11, from NC 30 to the Edgecombe County Line, a length of 3.07 miles.

Add the following routing of US 13-NC 11:

US 13-NC11, from NC 30 to the Edgecombe County Line along T.I.P. Project R-218B, a length of 2.97 miles.

Add the following routing of US 13 Business-NC 11 Business:

US 13 Business-NC 11 Business along former US 13-NC 11, from Edgecombe County line to a point 0.40 mile north of NC 30, then eastward to a point 0.32 mile north of NC 30 on US 13-NC 11, a length of 2.80 miles.

Add the following as a new Secondary Road:

From a point 0.06 mile west of US 13-NC 11 on US 13 Business-NC 11 Business southward along former US 13-NC 11 to a point 0.19 mile south of US 13 Business-NC 11 Business, a length of 0.19 miles.

DIVISION 04

EDGECOMBE COUNTY

Delete the following routing of US 13-NC 11:

US 13-NC 11, from the Pitt County Line to SR 1527, a distance of 0.30 mile.

Add the following routing of US 13-NC 11:

US 13-NC 11, from the Pitt County Line to SR 1527 along T.I.P. Project R-218B, a length of 0.40 mile.

Add the following routing of US 13 Business-NC 11 Business:

US 13 Business-NC 11 Business along former US 13-NC 11, from Pitt County line to a point 0.15 mile north of the Pitt County Line, then eastward to a point 0.12 mile south of SR 1527 on US 13-NC 11, a length of 0.21 mile.

DIVISION 07

ROCKINGHAM COUNTY

Add the following routing of US 311:

US 220 Business/US 311, from US 220 Business in Madison eastward to US 220 Bypass.

Add the following routing of US 311:

US 220 Bypass/US 311, from US 220 Bypass northward to NC 135.

Add the following routing of US 311:

US 311/NC 135, from NC 135 eastward to NC 770.

Add the following routing of US 311:

US 311/NC 770, from NC 770 southeastward to NC 87.

Add the following routing of US 311:

US 311/NC 87/NC 770, from NC 87/770 eastward to NC 14/87/770 south of Eden.

DIVISION 09

DAVIDSON COUNTY

Delete the following routing of US 29-70 Business and add as a Secondary Road:

US 29-70 Business, from US 29-70-52/I-85 Business northward to US 64/US 29-70/I-85 Business. (Length 4.09 miles)

DIVISION 10

MECKLENBURG COUNTY

Delete the following routing of US 521 and add the segments as Secondary Roads:

US 521, from the interchange at US 521 south at I-485 to I-85 in Charlotte. (Length 15.92 miles)

DIVISION 11

WILKES COUNTY

Delete the following routing of US 421 and add the remaining segments as Secondary Roads:

US 421, from a point approximately 1.34 miles north of SR 2315 northward to a point approximately 0.37 mile south of SR 2433. (Length 5.59 miles)

Add the following routing of US 421:

Project 6.769006T (R-2239 B), from metric station 18+60 (-L1-), a point approximately 1.34 miles north of SR 2315 northward to metric station 93+80 (-L-), a point approximately 0.37 mile south of SR 2433. (Length 6.04 miles)

YADKIN COUNTY

Delete the following routing of US 421 and add the remaining segments as Secondary Roads:

US 421, from a point approximately 0.02 mile north of US 601 northward to a point approximately 0.18 mile south of I-77. (Length 8.53 miles)

Add the following routing of US 421:

Project 8.T770203 (R-2120 AB), from metric station 165+56.656, a point approximately 0.02 mile north of US 601 northward to Project 6.779001T (R-2120 AA), thence along Project 6.779001T (R-2120 AA) to metric station 63+20, a point approximately 0.18 mile south of I-77. (Length 8.45 miles)

DIVISION 14

HENDERSON COUNTY

Add the following routing of US 25 Business:

US 176-Spartanburg Highway, from existing NC 225 northward to existing US 25-Greenville Highway in Hendersonville.

Delete the following routing of US 25 and add as US 25 Business in Hendersonville:

US 25, from US 176 northward to existing US 25 North-King Street and US 25 South Church Street.

Delete the following routing of US 25 North-King Street (One way) and add as US 25 Business North in Hendersonville:

US 25 North-King Street, from existing US 25 South-Church Street/US 25-Greenville Highway, northward to existing US 25 South-Church Street/US 25-Asheville Highway/SR 1503-North Main Street.

Delete the following routing of US 25 South-Church Street (One way) and add as US 25 Business South in Hendersonville:

US 25 South-Church Street, from existing US 25 North-King Street/US 25-Greenville Highway northward to existing US 25 North-King Street/US 25-Asheville Highway/SR 1503-North Main Street.

Delete the following routing of US 25 and add as US 25 Business in Hendersonville:

US 25, from US 25 South-Church Street/US 25 North-King Street/SR 1503-North Main Street northward to I-26/US 25 at Exit 13.

Delete the following routing of NC 225 and add as US 25 south of Flat Rock:

NC 225, from existing US 25 northward to I-26.

Add the following routing of US 25 near Hendersonville & Fletcher:

I-26, from existing NC 225 (Exit 23) northward to existing US 25 (Exit 13).

Delete the following routing of US 25 and add as NC 225:

US 25, from existing US 25/NC 225 south of Flat Rock northward to US 176-Spartanburg Highway in Hendersonville.

The foregoing Highway Traffic Ordinances are hereby adopted in accordance with the General Statutes of North Carolina (G.S. 136-18 (5); 143B-350 (f), 143B-350 (g) and 19ANCAC 4A.0004). The Highway Traffic Ordinances herein adopted are identified as follows:

ORDINANCE NO.	ORDINANCE TYPE	ADOPT	REPEAL	AMEND	EFFECTIVE DATE
2003-159	No Parking	6	0	0	September 15, 2003
2003-160	Municipal Speed Zone	8	5	0	September 15, 2003
2003-161	Rural Speed Zone	119	15	0	September 15, 2003
2003-162	Temporary Speed Zone	5	0	0	September 15, 2003
2003-163	No Jumping or Diving From Bridge	2	0	0	September 15, 2003
2003-164	No Left Turn	1	0	0	September 15, 2003
2003-165	Route Change	18	20	0	September 15, 2003
2003-166	Stop Sign Inventory	131	49	0	September 15, 2003

The Division Engineer for each affected Division shall cause to be erected appropriate signs indicating the action of the State Traffic Engineer, and these ordinances shall be in full force and effect from and after the erection of such signs.

Troy A Peoples
State Traffic Engineer

9/15/03
Date

**Report of the Special Committee on U.S. Route Numbering
to the
Standing Committee on Highways
Saturday, May 31, 2003
Lexington, Kentucky**

The members of the Special Committee on Route Numbering met on Friday, May 30. The following members were present: Mike Behrens, Texas, Chair; Kevin Keith, Missouri; Ken Sweeney, Maine; Larry Velasquez, New Mexico; and Donna Tamburelli of the AASHTO Staff.

The Committee considered 58 applications from 20 states. All applications were approved as submitted, with the exception of the following:

1. The application from Delaware for the elimination of U.S. Route 113 was disapproved because the application does not indicate the status of U.S. Route 113 Alternate. The Committee members requested that the state resubmit the application and provide more information on the status of U.S. Route 113 Alternate if U.S. Route 113 were eliminated.
2. The application from Georgia for the relocation of U.S. Route 27 in Troup County was approved based on the assumption that the relocation also proposes the elimination of existing U.S. Route 27 and that it will be renumbered as State Highway 1. The Committee members requested clarification from the state on this assumption.
3. The application from Nebraska for the establishment of U.S. Route 183 Alternate was disapproved because the proposed route does not meet the policy standards for alternate routes and does not appear to be needed to accommodate the traffic demand. The Committee members requested that the state resubmit the application and provide further explanation and reasons for the request.
4. The application from North Carolina for the establishment of Interstate Route 140 was approved, but should only be referred to as "Future I-140" until added to the Interstate System by the Federal Highway Administration.
5. The application from North Carolina for the establishment of Interstate Route 185 was disapproved because the proposed route has not been designated a part or future part of the Interstate System by the Federal Highway Administration.
6. The application from North Carolina for the establishment of Interstate Route 195 was disapproved because the proposed route has not been designated a future part of the Interstate System by the Federal Highway Administration.
7. The informational item on the agenda for the elimination of Interstate Route 181 in Tennessee will be taken off the agenda since Tennessee cannot remove the I-181 designation until the new section of Interstate Route 26 in North Carolina is certified as completed to Interstate standards by the North Carolina FHWA Division Administrator.
8. The application from Tennessee for the renumbering of Interstate Route 181 as Interstate Route 26 from Interstate Route 81 north to U.S. Route 11 in Kingsport was disapproved because the proposal does not have the concurrence of the Federal Highway Administration. Furthermore, the Committee members believe that there is no evidence that this spur will be extended to Ohio, West Virginia, Kentucky, or Virginia, and there is no evidence of any substantial coordination with states likely to be affected by a change in Interstate numbering.

Submitted by,

Mike Behrens, Texas DOT
Chair of the Special Committee on Route Numbering

American Association of State Highway and Transportation Officials
444 North Capitol Street, N.W., Suite 225
Washington, D.C. 20001

Route Numbering Committee Agenda (Revised)

Friday, May 30, 2003

Lexington, Kentucky

SHOWING ACTION TAKEN

Arizona

Elimination of Interstate Route 40
Business

APPROVED

Eliminate the existing Interstate Route 40 Business designation between the intersections with Interstate Route 40 in Kingman.

Delaware

Elimination of U.S. Route 113

DISAPPROVED

Eliminate the existing U.S. Route 113 designation between the intersection with U.S. Route 13 in Dover and the intersection with State Route 1 in Milford.

Georgia

Recognition of a By-Pass Route on
U.S. Route 441

APPROVED

Beginning at the intersection of present U.S. Route 441 and a new facility being constructed north of Dublin, then southwesterly and southeasterly over the facility for 8 miles to the intersection of present U.S. Route 441 south of Dublin.

Relocation of U.S. Route 27
(LaGrange)

APPROVED (State will be asked
for clarification on renumbering
U.S. Route 27 as State Highway 1)

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of LaGrange, then northwesterly and northeasterly over the facility for 1.93 miles to the intersection of present U.S. Route 27.

Relocation of U.S. Route 27
(Centralhatchee)

APPROVED

Beginning at the intersection of present U.S. Route 27 and a new facility being constructed north of Centralhatchee, then southwesterly and southeasterly over the facility for 2 miles to the intersection of present U.S. Route 27 south of Centralhatchee.

Relocation of U.S. Route 41 and the
Recognition of a Business Route on
U.S. Route 41

APPROVED

Beginning at the intersection of present U.S. Route 41 and an existing facility northwest of Valdosta, then easterly and southerly over the facility for 10 miles to the intersection of present U.S. Route 41 south of Valdosta.

Re-designate present U.S. Route 41 between the above points as U.S. Route 41 Business.

Relocation of U.S. Route 221 and
the Elimination of U.S. Route 221
APPROVED

Beginning at the intersection of present U.S. Route 221 and an existing facility north of Valdosta, then southerly and southwesterly over the facility for 5.02 miles to the

intersection of present U.S. Route 221 southwest of Valdosta.

Eliminate the present U.S. Route 221 designation between the above points.

Relocation of U.S. Route 129 and
U.S. Route 129 Business
APPROVED

(U.S. Route 129) Beginning at the intersection of present U.S. Route 129 and State Route 369 east of Gainesville, then northeasterly over S.R. 369 for .7 miles to the intersection of U.S. Route 23/Interstate Route 985, then southwesterly over U.S. Route 23/I-985 for 2.4 miles to the intersection of present U.S. Route 129 southeast of Gainesville.

(U.S. Route 129 Business) Beginning at the intersection of the proposed relocation of U.S. Route 129 and State Route 11/State Route 369 (proposed old U.S. Route 129) in Gainesville, then southwesterly over S.R. 11/S.R. 369 to the intersection of State Route 11, then southerly and southeasterly over S.R. 11 to the intersection of the proposed relocation of U.S. Route 129 south of Gainesville.

Iowa
Relocation of U.S. Route 18
APPROVED

Beginning at the intersection of present U.S. Route 18 and a newly constructed facility south of New Hampton, then northwesterly over the facility for 4.97 miles to the intersection of present U.S. Route 18 northwest of New Hampton.

Relocation of U.S. Route 20
APPROVED

Beginning at the intersection of present U.S. Route 20 and a new facility being constructed south of Iowa Falls, then easterly over the facility for 26.93 miles to the intersection of present U.S. Route 20 south of Stout.

Relocation of U.S. Route 30
APPROVED

Beginning at the intersection of present U.S. Route 30 and a new facility being constructed west of Le Grand, then easterly, northeasterly and southeasterly over the facility for 3.40 miles to the intersection of present U.S. Route 30 east of Le Grand.

Relocation of U.S. Route 63
APPROVED

Beginning at the intersection of present U.S. Route 63 and a newly constructed facility south of New Hampton, then northwesterly and easterly over the facility for 7.31 miles to the intersection of present U.S. Route 63 north of New Hampton.

Recognition of a Business Route on
U.S. Route 63
APPROVED

Beginning at the intersection of the proposed relocation of U.S. Route 63 and an existing facility (225th Street) south of New Hampton, then easterly over the facility for .46 miles to the intersection of proposed old U.S. Route 63, then northerly over proposed old U.S. Route 63 for 3.77 miles to the intersection of the proposed relocation of U.S. Route 63 north of New Hampton.

Relocation of U.S. Route 65
APPROVED

Beginning at the intersection of present U.S. Route 65 and newly constructed facility, then northerly and northeasterly over the facility for 2.04 miles to the intersection of present U.S. Route 65.

Relocation of U.S. Route 151
(Monticello)
APPROVED

Beginning at the intersection of present U.S. Route 151 and a new facility being constructed southwest of Monticello, then northeasterly, easterly and northeasterly over the facility for 6.93 miles to the intersection of present U.S. Route 151 northeast of Monticello.

Relocation of U.S. Route 151
(Cascade)
APPROVED

Beginning at the intersection of present U.S. Route 151 and newly constructed facility southwest of Cascade, then northeasterly over the facility for 4.22 miles to the intersection of present U.S. Route 151 northeast of Cascade.

Recognition of a Business Route on
U.S. Route 218 (Mount Pleasant)
APPROVED

Beginning at the intersection of present U.S. Route 218 and U.S. Route 34 south of Mount Pleasant, then westerly over U.S. Route 34 for 1.12 miles to the intersection of an existing facility, then northerly over the facility for 2.94 miles to the intersection of present U.S. Route 218 north of Mount Pleasant.

Relocation of U.S. Route 218
(Plainfield)
APPROVED

Beginning at the intersection of present U.S. Route 218 and a newly constructed facility south of Plainfield, then northwesterly and northerly over the facility for 2.85 miles to the intersection of present U.S. Route 218 northwest of Plainfield.

Maryland
Relocation of U.S. Route 50 and
Recognition of a Business Route on
U.S. Route 50
APPROVED

Beginning at the intersection of present U.S. Route 50 and a newly constructed facility (Salisbury Bypass) northwest of Salisbury, then easterly over the facility for 5.20 miles to the intersection of U.S. Route 13, then southeasterly and southerly over U.S. Route 13 for 3.18 miles to the intersection of present U.S. Route 50 southeast of Salisbury.

Massachusetts
Relocation of U.S. Route 44
APPROVED

Re-designate present U.S. Route 50 between the above points as U.S. Route 50 Business.

Beginning at the intersection of present U.S. Route 44 and a new facility being constructed in Carver, then northeasterly over the facility for 6.8 miles to the intersection of State Route 3 in Plymouth, then southeasterly over S.R. 3 for 1.2 miles to the intersection of present U.S. Route 44.

Missouri
Extension of Interstate Route 44
Business
APPROVED

Beginning at the present terminus of Interstate Route 44 Business and an existing facility (South Outer Road) in Pacific, then westerly over the facility for 3.49 miles to the intersection of Interstate Route 44 in Gray Summit.

Relocation of U.S. Route 71 and
Recognition of a Business Route on
U.S. Route 71
APPROVED

Beginning at the intersection of present U.S. Route 71 and a newly constructed facility south of Goodman, then southerly and easterly over the facility for 13.12 miles to the intersection of present U.S. Route 71 south of Pineville.

Re-designate present U.S. Route 71 between the above points as U.S. Route 71 Business.

Recognition of a Business Route on
U.S. Route 63
APPROVED

Beginning at the intersection of present U.S. Route 63 and State Route 19 at Thayer, then southerly and southeasterly over S.R. 19 for 2.138 miles to the intersection of present U.S. Route 63.

Relocation of U.S. Route 160
APPROVED

Beginning at the intersection of present U.S. Route 160 and State Route 13 north of Reed's Spring Junction, then southwesterly over S.R. 13 to the intersection of State Route 248, the southeasterly over S.R. 248 to the intersection of present U.S. Route 160.

Recognition of a Business Route on
U.S. Route 54
APPROVED

Beginning at the intersection of present U.S. Route 54 and State Route NN south of Louisiana, then northeasterly over S.R. NN for .66 miles to the intersection of an existing facility (Georgia Street), then northeasterly over the facility for 2.33 miles to the intersection of State Route 79, then northwesterly over S.R. 79 for .39 to the intersection of present U.S. Route 54 north of Louisiana.

Nebraska

Establishment of a U.S. Alternate
Route 183 (RESUBMITTAL)

DISAPPROVED

Beginning at the intersection of present U.S. Route 183 and State Route 7 south of Springview, then easterly and southerly over S.R. 7 for 23.7 miles to the intersection of present U.S. Route 183 in Bassett.

Nevada

Extension of U.S. Route 395
Business

APPROVED

Beginning at the present terminus of U.S. Route 395 Business and State Route 430 in Reno, then southeasterly over S.R. 430 for 4.95 miles to the intersection of State Route 431, then southwesterly over S.R. 431 for .71 miles to the intersection of U.S. Route 395 south of Reno.

North Dakota

Relocation of U.S. Route 52

APPROVED

Beginning at the intersection of present U.S. Route 52 and State Route 281 in Jamestown, then southerly over S.R. 281 for 1.1 miles to the intersection of Interstate Route 94, then easterly over I-94 for 2.06 miles to the intersection of present U.S. Route 52.

Recognition of a By-Pass Route on
U.S. Route 52

APPROVED

Beginning at the intersection of present U.S. Route 52 and a new facility being constructed northwest of Jamestown, then southwesterly and southerly over the facility for 3.5 miles to the intersection of Interstate Route 94, then easterly over I-94 for 1.8 miles to the intersection of the proposed relocation of U.S. Route 52 south of Jamestown.

Ohio

Relocation of U.S. Route 68

APPROVED

Beginning at the intersection of present U.S. Route 68 and a newly constructed facility north of West Springfield, then southwesterly over the new facility for 1.5 miles to the intersection of present U.S. Route 68.

Oklahoma

Relocation of Interstate Route 44

APPROVED

Beginning at the intersection of present Interstate Route 44 and U.S. Route 412 east of Tulsa, then easterly over U.S. Route 412 for 1.28 miles to the intersection of a newly constructed facility (Will Rogers Turnpike), then northerly over the new facility for 1.50 miles to the intersection of present Interstate Route 44 southwest of Claremore.

Pennsylvania

Relocation of U.S. Route 422

APPROVED

Beginning at the intersection of present U.S. Route 422 and a newly constructed facility (Kittanning Bypass) east of West Kittanning, then southerly and northwesterly over the facility for 4 miles to the intersection of present U.S. Route 422 in West Kittanning.

Recognition of a Business Route on
U.S. Route 422

APPROVED

Re-designate present U.S. Route 422 between the above points as U.S. Route 422 Business.

Extension of U.S. Route 220
Business
APPROVED

Beginning at the present terminus of U.S. Route 220 Business and an existing facility (old U.S. Route 220) in Duncansville, then southerly over the facility to the intersection of U.S. Route 220 at Sproul.

Relocation of U.S. Route 220 and
the Establishment of a U.S.
Alternate Route 220
APPROVED

Beginning at the intersection of present U.S. Route 220 and U.S. Route 322 at Martha Furnace, then southeasterly over U.S. Route 322 to the intersection of a newly constructed facility near State College, then easterly and northeasterly over the facility to the intersection of present U.S. Route 220 near Marion.

Re-designate present U.S. Route 220 between the above points as U.S. Route 220 Alternate.

South Carolina
Relocation of U.S. Route 521
APPROVED

Beginning at the intersection of present U.S. Route 521 and U.S. Route 401 in Sumter, then easterly over U.S. Route 401 to the intersection of U.S. Route 15, then southerly over U.S. Route 15 to the intersection of present U.S. Route 521.

Virginia
Relocation of U.S. Route 60
APPROVED

Beginning at the intersection of present U.S. Route 60 and an existing facility in the City of Richmond, then westerly and northwesterly over the facility for 2.00 miles to the intersection of present U.S. Route 60.

New Mexico/Colorado/Utah
Renumber U.S. Route 666 as U.S.
Route 491
APPROVED

Renumber existing U.S. Route 666 between its intersections with Interstate Route 40 in Gallup, New Mexico and U.S. Route 191 in Monticello, Utah as U.S. Route 491.

ADDENDUM 1

Route Numbering Committee Agenda Friday, May 30, 2003 Lexington, Kentucky

North Carolina

Establishment of Interstate Route 140

**APPROVED – MARK AS
“FUTURE I-140”**

Establishment of Interstate Route 185

DISAPPROVED

Beginning at the intersection of U.S. Route 17 and a new facility being constructed east of Wilmington, then westerly and southwesterly over the facility for 27 miles to the intersection of U.S. Route 17 west of Wilmington.

N/A

Beginning at the intersection of Interstate Route 85 and Interstate Route 85 Business in Lexington, then northwesterly over I-85 Business for 4 miles to the intersection of U.S. Route 52, then northwesterly and northerly over U.S. Route 52 for 20 miles to the intersection of Interstate Route 40 in Winston-Salem.

N/A

Establishment of Interstate Route 195

DISAPPROVED

Beginning at the intersection of Interstate Route 95 and a new facility being constructed north of Fayetteville, then northwesterly, southwesterly, southerly and southeasterly over the facility for 35.18 miles to the intersection of Interstate Route 95 south of Fayetteville.

N/A

Relocation of U.S. Route 13
APPROVED

Beginning at the intersection of present U.S. Route 13 and a new facility being constructed south of Bethel, then northerly over the facility for 3.66 miles to the intersection of present U.S. Route 13 north of Bethel.

9/15/03

Recognition of a Business Route on U.S. Route 13
APPROVED

Re-designate present U.S. Route 13 between the above points as U.S. Route 13 Business.

9/15/03

Relocation of U.S. Route 17
APPROVED

Beginning at the intersection of present U.S. Route 17 and a new facility being constructed south of Williamston, then northerly over the facility for 2.26 miles to the present intersection of U.S. Route 17 in Williamston.

9/15/2003

Extension of U.S. Route 17 Business
APPROVED

Beginning at the present terminus of U.S. Route 17 Business at the intersection of proposed old U.S. Route 17, then southerly over old U.S. Route 17 for 1.61 miles to the intersection of U.S. Route 17.

9/15/03

Relocation of U.S. Route 25
APPROVED

Beginning at the intersection of present U.S. Route 25 and State Route 225 south of Hendersonville, then northerly over the S.R. 225 for 4.02 miles to the intersection of Interstate Route 26, then northerly and northwesterly over I-26 for 10.39 miles to the intersection of present U.S. Route 25 north of Hendersonville.

9/15/03

Establishment of U.S. Route 25
Business
APPROVED

Beginning at the intersection of the proposed relocation of U.S. Route 25 and U.S. Route 176 south of Hendersonville, then northwesterly over U.S. Route 176 for approximately 6 miles to the intersection of proposed old U.S. Route 25, then northwesterly over old U.S. Route 25 for approximately 6 miles to the intersection of present U.S. Route 25.

9/15/03

Elimination of U.S. Routes 29/70
Business
APPROVED

Eliminate the existing U.S. Routes 29/70 Business designation between the intersections with U.S. Route 29/70 in Lexington.

9/15/03

Relocation of U.S. Route 64
APPROVED

Beginning at the intersection of present U.S. Route 64 and a new facility being constructed, then easterly over the facility for 28.70 miles to the intersection of present U.S. Route 64.

9/15/03

Elimination of U.S. Route 264
APPROVED

Eliminate the existing U.S. Route 264 designation between the intersection with U.S. Route 158 in Nags Head and the intersection with U.S. Route 64 west of Manns Harbor.

9/15/03

Elimination of U.S. Route 264
Bypass
APPROVED

Eliminate the existing U.S. Route 264 Bypass designation between the intersections with U.S. Route 264 south of Manteo.

9/15/03

Extension of U.S. Route 311
APPROVED

Beginning at the present terminus of U.S. Route 311 and U.S. Route 220 Business in Madison, then southeasterly over U.S. Route 220 Business to the intersection of U.S. Route 220 Bypass, the northerly over U.S. Route 200 Bypass to the intersection of State Route 135, the northeasterly, southeasterly, and northeasterly over S.R. 135 to the intersection of State Route 770 in Eden.

9/15/03

Relocation of U.S. Route 421
(Wilkes County)
APPROVED

Beginning at the intersection of present U.S. Route 421 and a new facility being constructed, then northeasterly, easterly and southeasterly over the facility for 5.60 miles to the intersection of present U.S. Route 421.

9/15/03

Relocation of U.S. Route 421
(Yadkin County)

APPROVED

Beginning at the intersection of present U.S. Route 421 and a new facility being constructed, then easterly over the facility for 7.37 miles to the intersection of present U.S. Route 421.

9/15/03

Elimination of U.S. Route 521
APPROVED

Eliminate the existing U.S. Route 521 designation between the intersection with Interstate Route 85 in Charlotte and the intersection with Interstate Route 485 south of Charlotte.

9/15/03

ADDENDUM 2

Route Numbering Committee Agenda
Friday, May 30, 2003
Lexington, Kentucky

Tennessee

Renumber Interstate Route 181 as Interstate
Route 26

DISAPPROVED

Renumber existing Interstate Route 181
between its intersections with Interstate Route
81 south of Kingsport and U.S. Route 11 in
Kingsport.